

Alton-Godfrey Transportation Study

CAG Meeting #5 Summary



Date: May 21, 2014

Time: 5:30 pm – 8:00 pm

Location: Lewis & Clark Community College – Advanced Technology Center

1. The fifth Community Advisory Group (CAG) meeting for the Alton-Godfrey Transportation Study was held May 21, 2014. The purpose of the meeting was to:
 - Provide an overview of reasonable alternatives in Corridors 1 through 8
 - Examine and discuss alternatives in Corridors 1 through 8 in breakout sessions
2. The following CAG members attended the meeting:
 - Mayor Brant Walker City of Alton
 - Mayor Mike McCormick Village of Godfrey
 - Dan Herkert City of Alton
 - Mike Stumpf Village of Godfrey
 - Joe Domer Madison County Transit
 - Monica Bristow River Bend Growth Association
 - Lori Ehlers Alton Square Mall
 - Chief Erik Kambarian Godfrey Fire Protection District
 - Chris Norman Alton CUSD #11
 - John Hilgert Rockgate Subdivision
 - Martin Carrow Northport Hills Resident / Business Owner
 - Robert Stephan Alton Resident
 - Joe Pfleger Savannah Trace Subdivision
 - Ayrton Womack Alton Resident
3. The following Project Study Group members were in attendance:
 - Cindy Stafford IDOT
 - Karen Geldert IDOT
 - Jennifer Hunt IDOT
 - Brian Macias IDOT
 - George Ryan Piasa Collaborative (AMEC)
 - Steve Coates Piasa Collaborative (AMEC)
 - Jeff Strickland Piasa Collaborative (AMEC)
 - Ray Steege Piasa Collaborative (AMEC)
 - Jason Watters Piasa Collaborative (Lochmueller Group)
 - Jennifer Stines Piasa Collaborative (Lochmueller Group)
 - Dustin Riechmann Piasa Collaborative (Lochmueller Group)
 - Brad Riechmann Piasa Collaborative (H&S)
 - Bridgett Jacquot Piasa Collaborative (H&S)
 - Will Waggoner Piasa Collaborative (DMA)
4. CAG members were provided with the following new material for their project binders: meeting agenda; hard copy of the meeting PowerPoint presentation; and CAG Meeting #4 summary.
5. The meeting agenda, and PowerPoint presentation contents, were as follows:
 - a. Overview of reasonable alternatives in Corridors 1 and 2
 - Breakout session

- Discussion of breakout session results
 - b. Overview of reasonable alternatives in Corridors 3, 4 and 5
 - Breakout session
 - Discussion of breakout session results
 - c. Overview of reasonable alternatives in Corridors 6, 7 and 8
 - Breakout session
 - Discussion of breakout session results
6. Attached to this meeting summary is an overview that illustrates the key issues and concerns of each of the corridor alternatives. These issues and concerns were described by the team members below during their presentations of the alternatives. Additionally, the overview was provided to CAG members during the breakout sessions to facilitate their review and discussion of the alternatives.
7. Corridor 1 and 2 alternatives were presented and described to the group by Will Waggoner and Brad Reichmann, respectively. Questions and comments during the presentations were as follows:
- a. Regarding the Corridor 2 alternative, would the intersections of Tolle and Pearl at Humbert still be at-grade crossings?
A: Yes.
 - b. The study team noted that both alternatives do not appear to address the study's Purpose and Need as well as some of the other alternatives. With this in mind, the team proposed to the CAG members in attendance that discussion on the Corridor 1 and 2 alternatives be tabled until after the CAG had reviewed the other alternatives. No CAG members objected to this proposal.
8. Corridor 3, 4 and 5 alternatives were presented and described to the group by Jason Watters. Questions and comments during the presentations were as follows:
- a. Corridor 3 alternative:
 - How would residents behind the retaining wall on North Humbert gain access to Humbert?
A: *They would use the proposed service road.*
 - Will Big Arch Road remain connected?
A: Yes.
 - b. Corridor 4 alternative:
 - Is Tolle Lane elevated over the railroad?
A: Yes.
 - How would residents in the Rosemount subdivision and businesses on Tolle Lane gain access to Tolle?
A: *They would use the proposed service road.*
 - c. Corridor 5 alternative:
 - Would there be more displacements if this was a four-lane facility instead of two lanes?
A: *Yes, there would be more displacements but the team doesn't see the need for four lanes from a traffic standpoint.*
9. CAG members were then divided into three breakout groups. Each group's assignment was to review large exhibits of the Corridor 3, 4 and 5 alternatives; discuss the merits or disadvantages of each alternative; and identify any refinements that should be considered. Each group was facilitated by a study team member; was provided with a flip chart for making notes; and was given approximately 25 minutes for this assignment. At the end of this time period each breakout group provided an oral report to the rest of the membership in attendance. The breakout groups consisted of the following:
- a. Table 1 (Red): Brant Walker, Erik Kambarian, Lori Ehlers, Robert Stephan, Ayrton Womack. Facilitator: Dustin Reichmann.
 - b. Table 2 (Green): Mike McCormick, Joe Domer, John Hilgert, Joe Pflieger. Facilitator: Jennifer Stines.
 - c. Table 3 (Yellow): Dan Herkert, Mike Stumpf, Chris Norman, Martin Carrow. Facilitator: Will Waggoner.

10. Reports / comments / issues identified by each breakout group for **Corridor 3, 4 and 5 alternatives:**

a. Table 1

- Corridor 3 alternative:
 - South of Cornerstone, a good alternative and local connections are a positive
 - North of Cornerstone, retaining walls and associated residential impacts are too severe
- Corridor 4 alternative:
 - A much better alternative due to fewer impacts and preferable access at Tolle
 - Shows greatest improvement for emergency access
 - The simplest and most logical approach
- Corridor 5 alternative:
 - Best option because it improves access to IL 255
- General comments:
 - Corridor 3 and 4 alternatives need better access to IL 255 because there are too many access points and signals
 - Concern with Corridor 4 and 5 alternatives is possible impacts of travel time between Alby south and Humbert east
 - Agreement that Corridor 1, 2 and 3 alternatives can be eliminated

b. Table 2

- Corridor 3 alternative:
 - Retaining walls are a negative feature
 - The overpass is a positive
- Corridor 4 alternative:
 - No retaining walls is a positive feature
- Corridor 5 alternative:
 - Connection to Wenzel Road is unnecessary

c. Table 3

- Corridor 3 alternative:
 - Positive: removes the railroad crossing; good connectivity from IL 255 to US 67; Tolle Lane overpass
 - Negative: retaining walls resulting in more residential displacements
- Corridor 4 alternative:
 - Positive: same as Corridor 3 alternative; direct connectivity to Tolle Lane and LCCC
 - Negative: eliminates direct connectivity to Humbert; difficult access to businesses on Tolle
- Corridor 5 alternative:
 - Positive: same as Corridor 3 and 4 alternatives; accomplishes north-south and east-west connectivity
 - Negative: more displacements; eliminates connectivity with Humbert
- General comment: Corridor 5 alternative preferred by Table 3

11. Corridors 6, 7 and 8 alternatives were presented and described to the group by Brad Riechmann. There were no questions or comments during the presentations.

12. CAG members re-convened into the same three breakout groups as described in item 8 above, for review and discussion of Corridor 6, 7 and 8 alternatives.

13. Reports / comments / issues identified by each breakout group for **Corridor 6, 7 and 8 alternatives:**

a. Table 1

- Corridor 6 alternative:
 - Minimal displacements is a positive
 - Lacks railroad treatments at Alby and Tolle
 - The proposed bridge structure is large and could be tough to justify to the public

- Wenzel connection to IL 255 is a positive
 - Corridor 7 alternative:
 - Tolle connection is good but is it justified for low traffic? Nice to have if funding is available.
 - Corridor 8 alternative:
 - Good that it has low residential impacts / displacements
 - Disadvantage is that it attracts significantly less traffic than Corridor 6 and 7 alternatives
 - General comments:
 - Continue to study all three alternatives (6, 7 and 8)
 - Table 1's preference (high to low) for all alternatives: 7 – 6 – 5 – 8
 - b. Table 2
 - Corridor 6 alternative:
 - Negative: noise; impacts to commercial developments; tree removal; potential impact to Alton High School's proposed athletic field
 - Corridor 7 alternative:
 - No change in traffic on Tolle Lane
 - Corridor 8 alternative:
 - Negative: environmental impacts (loss of trees)
 - Positive: "cleaner"; provides better access to commercial areas and hospitals
 - General comment: Corridor 8 alternative preferred by Table 2
 - c. Table 3
 - Corridor 6 alternative:
 - Positive: gains connectivity with Humbert
 - Negative: bridge; traverses proposed athletic fields at Alton High School; requires new interchange at Wenzel Road and IL 255
 - Corridor 7 alternative:
 - Tolle Lane extension doesn't add much to this alternative
 - Corridor 8 alternative:
 - Positive: provides straight connection to Alton High School; constant vehicle speeds
 - General comments:
 - All three alternatives benefit residents in the south and west of the study area
 - All three alternatives take commerce from Godfrey
 - Corridor 8 alternative preferred by Table 3
14. The study team will review these suggestions and comments and take them into account as the corridor evaluation process proceeds. Additional general discussion:
- a. The study team proposed combining Corridor 6 and 7 alternatives into just Alternative 6 (essentially meaning the elimination of Alternative 7); there was no objection from CAG members.
 - b. The study team proposed setting aside Corridor 1 and 2 alternatives; there was no objection from CAG members.
 - c. The study team will move forward with Corridor 4, 5, 6 and 8 alternatives.
15. General Discussion / Action Items / Next CAG Meeting
- a. The next CAG meeting (#6) is tentatively expected to take place in July 2014.
 - b. The study team thanked the CAG members for their time, input and participation in the study and as members of the CAG.
 - c. If CAG members have any questions before then, they were instructed to contact Karen Geldert.
16. The meeting concluded at approximately 8:00 pm.

Attachment

Issues and Concerns of Alternatives in Corridors 1 through 8

Alton-Godfrey Transportation Study

Issues/Concerns of Each Alternative

May 21, 2014



Alternative 1 – Upgrade of US 67

Key Issues:

- Uses existing US 67
- Spot improvements (signal timings, turning lanes) could be implemented in a relatively shorter timeframe

Concerns:

- An improvement to mobility would require disruption to or displacement of some existing businesses
- Connectivity to IL Route 255 remains as it is now (no new improved access)
- Does not address existing at-grade railroad crossings

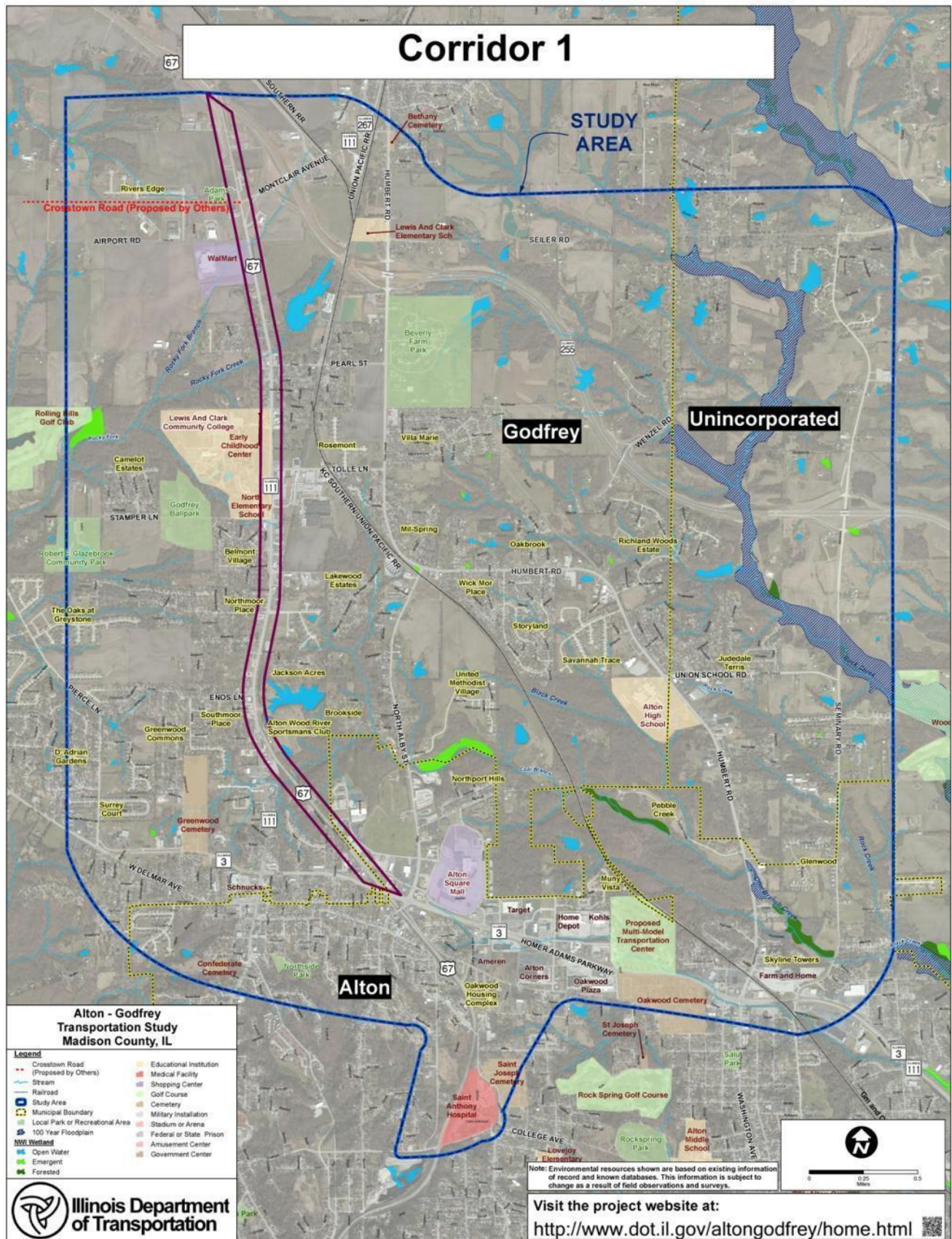
Alternative 2 – Upgrade of N. Humbert

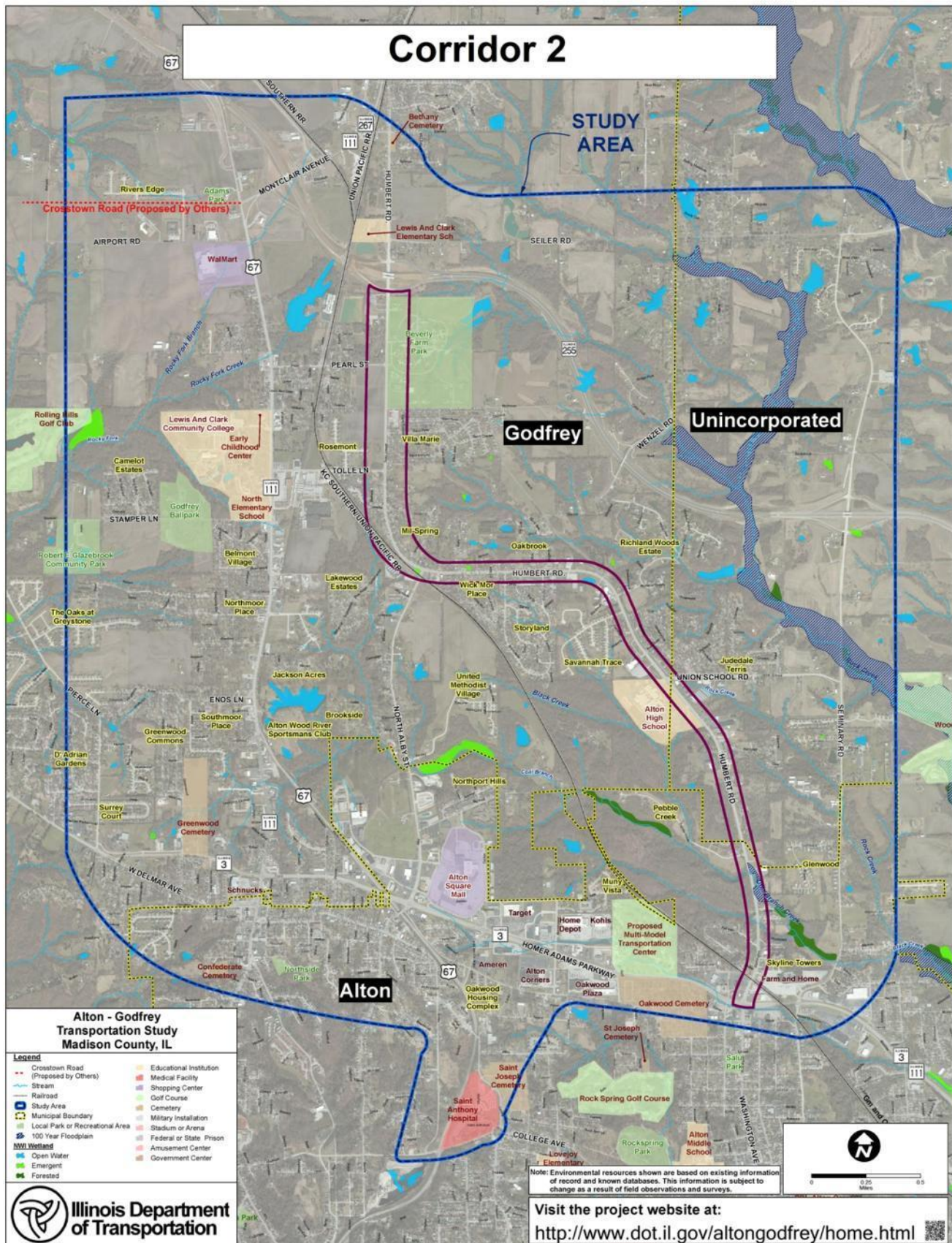
Key Issues:

- Uses existing N. Humbert Rd
- Spot improvements (signal timings, turning lanes) could be implemented in a relatively shorter timeframe
- RR overpass included on N. Alby (benefit for emergency services and travel times)

Concerns:

- Not as effective in addressing the project Purpose and Need
- Connectivity to IL 255 remains as it is now
- 6 residential and 1 commercial displacements
- Potential additional 2 residential and 3 commercial displacements
- Large retaining walls used at N. Alby and N. Humbert
- Does not address east-west connectivity
- Does not eliminate at-grade RR crossing at N. Humbert





Alternative 3 – Upgrade of North Alby; Upgrade of North Humbert north of Alby; Upgrade of Tolle

Key Issues:

- Ties into Alton Square Mall
- Improves a portion of N. Alby to 5 lanes
- N. Alby alignment relocated to the east to avoid more displacements and two churches (Oakwood and Cornerstone)
- RR overpasses included on N. Alby and Tolle Lane
- N. Alby and N. Humbert Rd intersection is elevated

Concerns:

- 19 residential and 7 commercial displacements
- Possible additional 8 residential and 7 commercial displacements
- Large retaining walls used at N. Alby and N. Humbert and along Tolle Lane to reduce displacements
- N. Alby to N. Alby connection is not direct

Alternative 4 – Upgrade of North Alby with Extension to N. Humbert/Tolle

Key Issues:

- Ties into Alton Square Mall Drive
- Improves a portion of N. Alby to 5 lanes
- N. Alby alignment relocated to east to avoid more displacements and two churches (Oakwood and Cornerstone)
- Intersection of N. Alby and N. Humbert relocated to Tolle Lane
- RR overpasses included on N. Alby and Tolle Lane

Concerns:

- 20 residential and 6 commercial displacements
- Possible additional 5 residential and 4 commercial displacements
- Retaining wall used along Tolle Lane for overpass

Alternative 5 – Upgrade of North Alby with Extension to Wenzel Overpass and Upgrade/Extension of Tolle

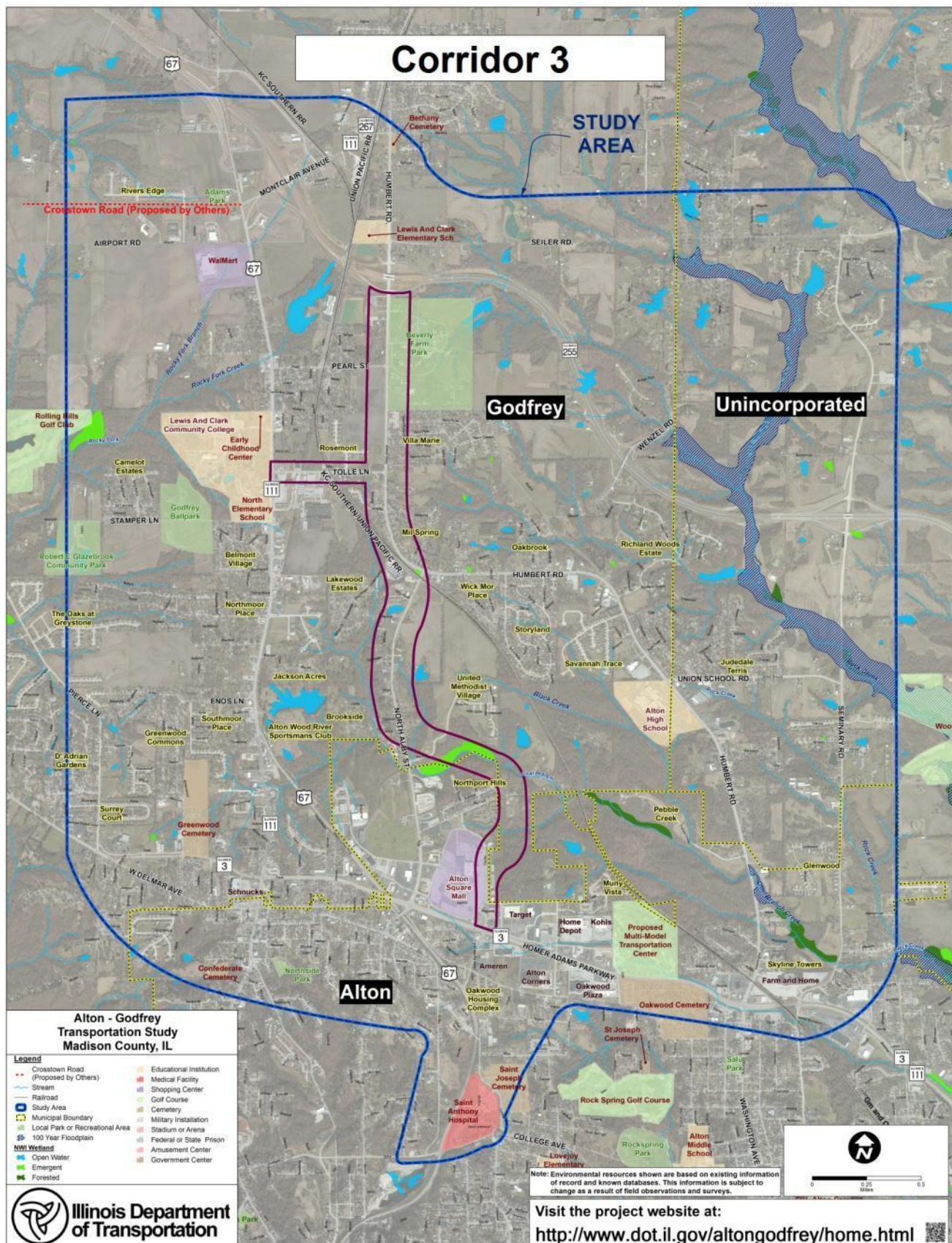
Key Issues:

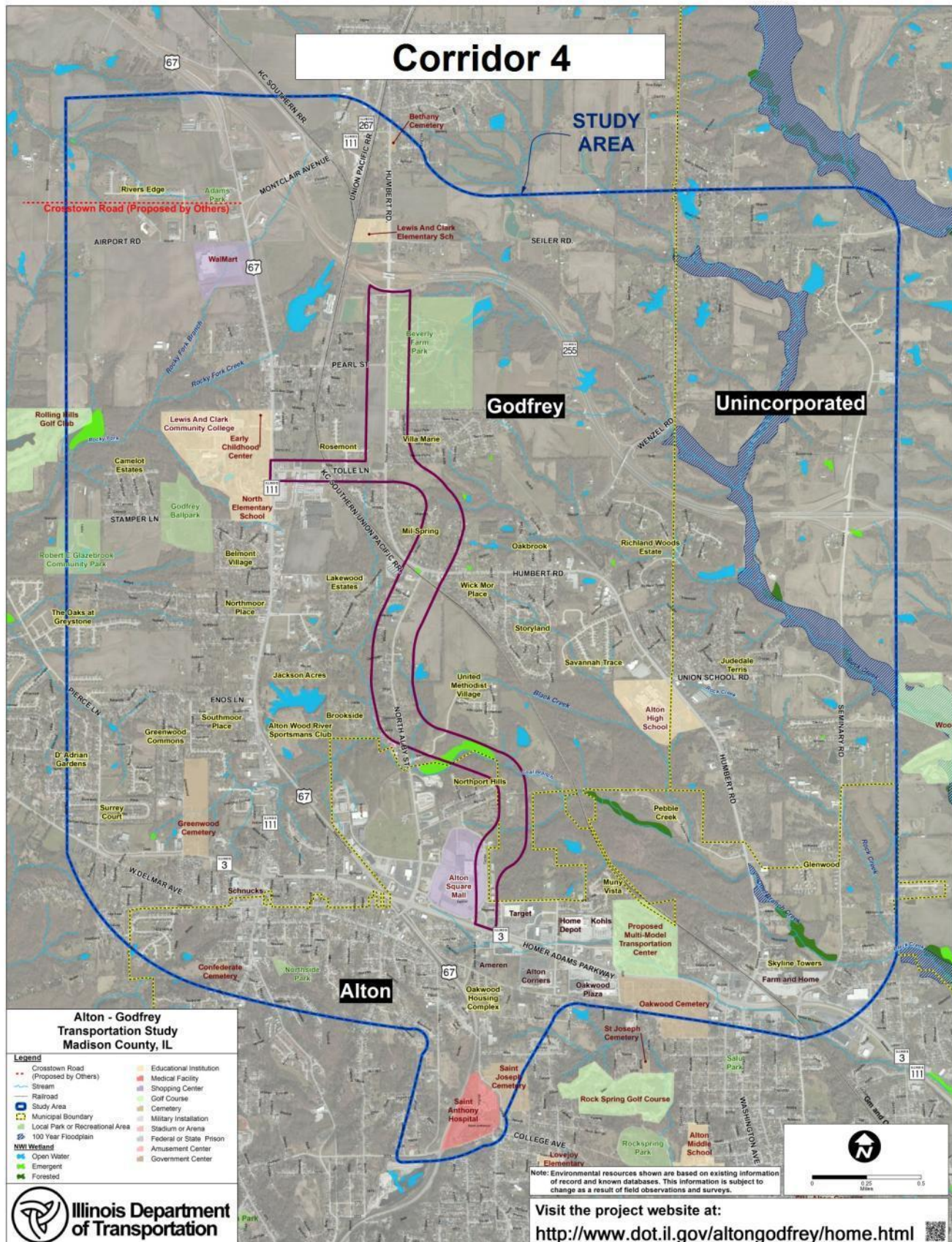
- Ties into Alton Square Mall Drive
- Improves N. Alby to 5 lanes
- N. Alby alignment relocated to east to avoid more displacements and two churches (Oakwood and Cornerstone)
- Intersection of N. Alby and N. Humbert relocated to Tolle Lane
- RR overpasses included on N. Alby and Tolle Lane

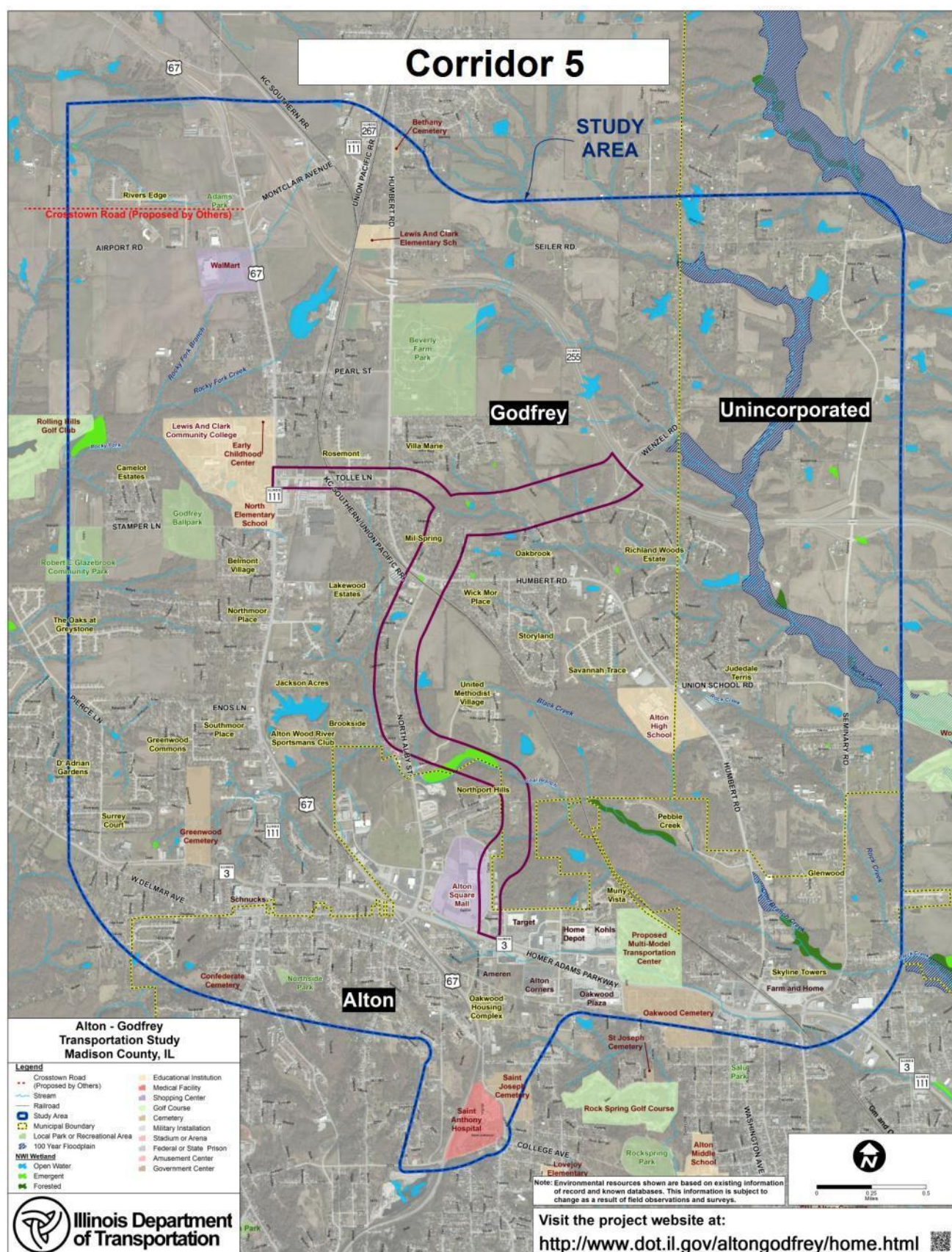
- Connects to Wenzel Road

Concerns:

- 23 residential and 6 commercial displacements
- Possible additional 9 residential and 4 commercial displacements
- Retaining wall used along Tolle Lane for overpass to minimize displacements
- Potential displacements pending Wenzel Road connection







Alternative 6 – New Alignment from Alton Sq. Mall Dr. to Wenzel Overpass

Key Issues:

- Compatible with any of the Alternate 12 options
- Meets Purpose & Need with IL 255 connection

Concerns:

- 6 residential and 6 commercial displacements
- Potential additional 2 residential and 5 commercial displacements
- Potential environmental impacts (forested area)
- Without IL 255 connection, it does not address Purpose & Need
- Terrain and railroad on high fill forces a large structure for a grade separated crossing

Alternative 7 – New Alignment from Alton Sq. Mall Dr. to Wenzel Overpass and Upgrade/Extension of Tolle

Key Issues:

- Compatible with any of the Alternate 12 options
- Meets purpose & need with IL-255 connection
- Utilizes Tolle Lane and removes existing at-grade RR crossing

Concerns:

- 7 residential and 6 commercial displacements
- Potential additional 6 residential and 6 commercial displacements
- Potential environmental impacts (forested area)
- Without IL 255 connection, it does not address Purpose & Need
- Terrain and railroad on high fill forces a large structure for a grade separated crossing
- Retaining wall used along Tolle Lane for overpass

Alternative 8 – New Alignment from Alton Sq. Mall Dr. to Seminary.

Key Issues:

- Compatible with any of the Alternate 12 options
- Meets purpose & need primary and secondary objectives
- Utilizes existing Seminary Road interchange

Concerns:

- 1 residential and 6 commercial displacements
- Potential additional 4 commercial displacements
- Potential environmental impacts (forested area)
- Terrain and railroad on high fill forces a large structure for a grade separated crossing

